



City of Welland Transportation Master Plan – City on the Move

Stakeholder Working Group Meeting #1 Summary Report

City of Welland

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RVA 226408

December 19, 2022

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1.0 INTRODUCTION

The City of Welland has retained R. V. Anderson Associates Ltd. (RVA) to complete a Transportation Master Plan (TMP) Study, City on the Move. The TMP will provide the City with long-term transportation strategies and capital plan to support the existing and future transportation needs.

The study will consider options to connect residential, commercial and industrial areas, enhance active transportation facilities (cycling and pedestrian), promote safe, environmentally responsible, and accessible transportation and promote links to areas of growth neighbouring municipalities and key transport corridors. In addition, the study will update and create transportation policies to support community vision, update transportation section and schedules within the City Official Plan and create a capital plan to meet the city's future transportation needs.

As part of the TMP, public and technical agency input will be obtained through two Stakeholder Working Group Meetings, and two Public Information Centres (PICs).

1.1 Stakeholder Working Group

At the outset of the TMP, a Stakeholder Working Group was created to provide input to the Project Team and assist in the development and evaluation of alternative solutions and ultimately the recommendations of City's Transportation Master Plan. It is proposed that the working group meet two times during the course of the Study.

Several departments and agencies identified as having potential interest in the study were invited to be involved as a member of the Stakeholder Working Group, including representatives from:

- Niagara Regional Police
- Welland Fire and Emergency Services
- Niagara Health System
- North Welland Improvement Area
- Gio Rail
- Canadian National Railway
- City of Welland Transit Advisory Committee
- Wolverton Transport & Logistics Inc.
- City of Welland Accessibility Advisory Committee
- Various City of Welland Departments (Parks, Sports Fields, Open Spaces & Cemeteries, Transit, Infrastructure Services, Planning and Development Services, Community Services and Planning).
- Niagara Student Transportation Services (NSTS)
- Niagara Region, Public Works - Transportation Planning

A copy of the invitation distributed to these agencies, as well as a summary of their responses is provided **Appendix 1**.

1.2 Stakeholder Working Group Meeting #1

The Stakeholder Working Group Meeting # 1 was held on November 24th, 2022, at the City of Welland City Hall (60 E Main Street, Welland, ON) from 1:00pm to 4:00pm. The purpose of the Stakeholder Working Group Meeting # 1 was to share information and receive input on the key issues, constraints, and opportunities of the existing transportation network, and highlight specific topics and areas throughout the City that will be considered in the development of the Transportation Master Plan.

The format of the Stakeholder Meeting was a brief presentation, followed by two (2) breakout groups to form discussion based on five (5) different categories regarding the existing conditions of the transportation network.

The presentation provided attendees with a summary of the TMP objectives, process, and study area, as well as the purpose of the Stakeholder Working Group Meeting and presented information on the following topics:

- Study Overview and Purpose
- Study Process
- Study Area Including Breakdown of City-Owned Transportation Facilities
- Existing Active Transportation Facilities
- Commercial Vehicle Routes

The display boards presented in the stakeholder meeting are included in **Appendix 2**.

Following the presentation, members of the project team including R. V. Anderson staff facilitated breakout discussions to receive inputs on the five (5) key categories set out in the meeting and discussed below. In addition to the display materials noted above, mapping displays of the study area networks including existing City owned roads, active transportation facilities, and commercial vehicle routes were provided to help facilitate breakout discussion.

2.0 PARTICIPATION AND COMMENT SUMMARY

2.1 Attendance

Attendees were requested to sign-in upon arriving at the Stakeholder Work Group Meeting. Based on the sign-in sheet, there were nine (9) attendees, including representatives from the City of Welland, Region of Niagara, Transit Advisory Committee,

Accessibility Advisory Committee, and both the Welland Downtown and North Welland BIA including:

- **Jonathan Cecelli** – Accessibility Advisory Committee
- **Mark Doyle** – Niagara Student Transportation Services (NSTS)
- **Alanna Galeota** – North Welland Business Improvement Area
- **Alexis Higginbotham** – Welland Downtown Business Improvement Area
- **Ali Khan** – City of Welland (Traffic and Parking)
- **Taylor Meadows** – City of Welland (Planning and Development Services)
- **Tara O'Toole** – City of Welland (Planning and Development Services)
- **Aldo Parrotta** – Transit Advisory Committee
- **Waad Siyam** – Region of Niagara (Transportation Planning)

The sign-in sheet with the full list of meeting attendees is provided in **Appendix 3** of this report.

2.2 Participation and Discussion Summary

Meeting attendees were encouraged to provide their comments and feedback on the material presented, and the study in general during the breakout groups. Comments from each breakout group were recorded on large pieces of paper, and presented for discussion to the overall group. Attendees were also encouraged to submit additional comments and questions by email or mail following the open house.

A summary of the responses received, and discussion held during the breakout groups is provided below, while copies of the breakout group feedback is provided in **Appendix 4**.

2.2.1 Question # 1 – Complete Street and Discussion

Question # 1 was asked to identify how stakeholders feel the existing City network accommodates various modes/users (pedestrians, cyclists, vehicles). Specifically, stakeholder were prompted to answer the following questions:

- How do you feel the City streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)?
- Can you think of areas where you don't feel safe cycling or walking? What makes these areas feel unsafe?
- Can you think of any missing links in the cycling or walking network?

Feedback and discussions regarding complete streets included:

- Improved connectivity to adjacent municipalities, specifically Pelham, is desired;

- Improved active Transportation facility connections between Local and Regional Roads is desired;
- Improved connectivity to Niagara Street and Thorold Road is desired;
- New Multi Use Path connections through parks (such as Lancaster Park) would help to improve the active transportation network;
- Stakeholders identified opportunities to improve the North end connectivity to the trail network (Welland Canal Trail example) and commercial areas;
- A pedestrian connection to the Seaway Mall via Lancaster Drive is desired;
- Stakeholders identified a desire to urbanize roads with rural cross-sections (such as South Pelham Road), in order to include sidewalks and remove pedestrians from the roadway;
- One stakeholder noted capacity concerns on Thorold Road, and noted that it seems that the bike lanes are not being utilized; and
- Stakeholders noted that cyclists in the City prefer to use the trail system for recreational cycling, and that on-road facilities and trails are not heavily utilized by commuters. Reasoning for this was discussed including a lack of commuter cycling culture, and a lack of linkages to key locations to the recreational trail system.

2.2.2 Question # 2 – Traffic Calming and Discussion

Question # 2 was asked to identify areas where excessive traffic speeding exist, what may help address speeding issues in these areas and what kind of traffic calming methods would be the most effective. Specifically, stakeholder were prompted to answer the following questions:

- Are there areas where you experience excessive traffic speeds?
- What do you think might help address speeding in these areas?
- What methods of traffic calming do you think are most effective (i.e., speed limit, narrow lanes, speed humps, signage, etc.)?

Feedback and discussions regarding traffic calming included:

- Stakeholder identified speeding issues in specific locations including:
 - Quaker Road;
 - Fitch Street from Clare Avenue to Prince Charles Drive;
 - First Avenue near Niagara College;
 - Clare Avenue from Woodlawn Road to Thorold Road;
 - South Pelham Road;
 - Colbeck Drive (wide R.O.W. widths, no sidewalks); and
 - Generally higher speeds on major roads

- More advisory and cautionary signage on downtown streets indicating one-way operations to help reduce speeds and confusion downtown is desired;
- Increased police enforcement to help reduce speeds is desired;
- Speed humps such as those on Haist street in Pelham were identified as a non desirable form of traffic calming;
- Stakeholders generally did not feel that reducing the speed limit on local roads is necessary or effective to reduce vehicle speeds, without additional traffic calming measures such as engineering methods to narrow the driver's field of vision through streetscaping (trees, narrower lanes, wider sidewalks);
- Improving safety within school zones as it relates to pedestrian accommodation and vehicle speeds was discussed, with recommendations including:
 - Making the “walk zone” of schools and make them the school zone
 - Walk zones should connect with other schools
 - School catchment areas too large – parents need to drive kids to school
 - Need better education regarding school bus safety – drivers not obeying school bus arms
 - Longer bus ride times if speed limit is reduced
- Stakeholders expressed concerns regarding pedestrian safety at roundabouts, noting that they may be more appropriate in areas where pedestrian volumes are lower; and
- More sidewalks, such as the neighbourhood south of Fitch Street, are desired in order to better separate pedestrians and fast moving vehicles.

2.2.3 Question # 3 – Commercial Vehicles and Discussion

Question # 3 was asked to identify areas and streets where stakeholders feel heavy truck accommodation or restrictions are required, as well as any new truck routes that may emerge based on future development. Specifically, stakeholder were prompted to answer the following questions:

- Are there additional areas you feel require heavy truck accommodation?
- Are there additional areas you feel require heavy truck restrictions?
- What new truck routes may emerge based on future development?

Feedback and discussions regarding commercial vehicles included:

- Stakeholders noted that truck traffic making deliveries to businesses on West Main Street stop in the roadway, obstructing traffic flow;
- It was noted that commercial vehicles currently utilize Broadway, despite it not being designated a truck route. It was added that stakeholders do not desire

commercial vehicles in this area due to the residential land use and that commercial vehicles cause sightline issues at Broadway and Riverside Drive; and

- It was recognized that connecting heavy truck routes to areas where new industry is located is important, the area of Power Drive identified as a key area to connect industrial development.

2.2.4 Question # 4 – Intersection / Road Operations and Discussion

Question # 4 was asked to identify any operational concerns (long intersection queues, traffic jams) throughout the City and determine locations that may experience future operational issues based on future developments. Additionally, meeting attendees were asked if intersection designs are pedestrian friendly and accessible, and if not, what is missing. Specifically, stakeholder were prompted to answer the following questions:

- Are there any intersections or Roads where you experience operation issues (i.e., long intersection queues, traffic jams)?
- Are there any intersections or roads you think may experience future operation issues based on future development?
- Are City intersections designs pedestrian friendly and accessible? What is missing?

Feedback and discussions regarding intersection / road operations included:

- Major capacity concerns or the need to widen any City roadways were not identified, however, operational issues were raised for the following intersections:
 - First Avenue at Quaker Road – Queuing blocking side streets
 - Quaker Road at Rice Road
 - Quaker Road at Niagara Street – Transit Stop Safety concerns
 - Woodlawn Road at Trelawn Parkway – Implement PXO crossing to transit stop
 - Woodlawn Road at South Pelham Road – Issues regarding left turn from adjacent side streets as a result of increased traffic from surrounding developments
 - Webber Road at South Pelham Road
- Capacity issues were identified by one participant along Thorold Road, noting that there are not enough travel lanes to accommodate vehicles;
- It was noted that many of the audible crosswalk signals are not loud enough for people to hear over traffic, and that the information provided seem to differ at different crosswalks (no uniformity); and

- It was noted that curb cuts and tactile strips at intersections are not standardized throughout the City, with concern raised that many do not provide accurate directional queues. It was noted that the City utilizes Region of Niagara standards for curb cuts and tactile strips, which do not include directional queues.

2.2.5 Question # 5 – Road Network Gaps/Connectivity and Discussion

Question # 5 was asked to identify if there are any areas they feel would benefit from a new transportation connection. This could be a new rail, highway or water crossing that would fill a gap in the roadway system. Specifically, stakeholder were prompted to answer the following questions:

- Are there any areas you feel would benefit from a new transportation connection?
- Are there any new rail, highway, or water crossings you feel would fill a gap in the roadway system?

Feedback and discussions regarding road network gaps / connectivity included:

- Better connection over the recreational canal in the are of Thorold Road at Oxford Road, Canal Bank Road crossing (improvements for pedestrians and cyclists), and at Ontario Road (by the Flat Water Center), is desired;
- It was noted that new residential development in the area South of Webber Road will require more connections;
- Improved connectivity to Dain City is desired. It was noted that a new bridge at Forks Road connecting Dain City was recently tendered, No other roadway or bridge connections were identified; and
- It was noted that improved accommodation of pedestrians and cyclists at existing crossing, including rail crossings, is desired.

3.0 SUMMARY AND NEXT STEPS

The Stakeholder Working Group #1 meeting provided key stakeholders with an introduction of the Master Plan study and an opportunity to provide input early in the study. The project team will take into consideration the discussions and comments received in the development of the key issues, constraints, and opportunities of the existing transportation network, which will be presented at The Public Information Centre (PIC) #1 in February 2023.

The stakeholder meeting # 2 and PIC #2 are planned be held in Summer 2023. The purpose of the second round of meetings to seek input on alternative solutions.

APPENDIX 1

**STAKEHOLDER GROUP INVITATION
AND RESPONSE LIST**



City on the Move Transportation Master Plan

September 8, 2022

RVA 226408

Dear Sir / Madam:

Re: City of Welland Transportation Master Plan – City on the Move
Notice of Study Commencement and Invitation to Participate in the
Stakeholder Working Group

The City of Welland has initiated the development of a Transportation Master Plan (TMP) to provide the City with long-term road network and active transportation strategies that will support both existing needs, and accommodate further projected population and employment growth. A copy of the Notice of Commencement is enclosed.

As part of the TMP study, a Stakeholder Working Group is being created to provide input to the Project Team and assist in the development and evaluation of alternative solutions and ultimately the recommendations of City's Transportation Master Plan.

We have identified your department/agency as having potential interest in the study and request your involvement as a member of the Stakeholder Working Group. It is proposed that the working group meet a minimum of two times during the course of the Study. Meeting details including date, time, location and items to be discussed will be provided in the near future. It is anticipated that the first Stakeholder Working Group meeting will be held in November 2022.

To help the Project Team in developing the Stakeholder Working Group, please complete the attached form and forward it by email to the Project Team contacts provided below. If you have any questions or concerns regarding this project or the preceding information, please contact the undersigned.

Thank you for your assistance with this project. We respectfully request a response by September 22, 2022.

Yours very truly,

Livia McEachern, P.Eng.
Manager of Transportation
Infrastructure Services
Corporation of the City of Welland
Tel: 905.735.1700 x 2208
E-mail: livia.mceachern@welland.ca

Connor MacIsaac, EPT, ENV SP
Environmental Planner, EA & Approvals
Transportation
R.V. Anderson Associates Limited
Tel: 905.685.5049 x 4218
E-mail: cmacisaac@rvanderson.com

Encl.: Response to Request for Participants
Notice of Study Commencement



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City on the Move Transportation Master Plan

RESPONSE TO REQUEST FOR PARTICIPANTS

City of Welland Transportation Master Plan – City on the Move

Please indicate the appropriate response.

- ☐ My department/agency is interested in participating in the Stakeholder Working Group for the City of Welland Transportation Master Plan study.
- ☐ My department/agency is not interested in participating in the Stakeholder Working Group but would like to be kept informed of progress of the study.
- ☐ My department/agency is not interested in participating in the Stakeholder Working Group. Please remove my department/agency from the project mailing list.

If you selected the first option, please identify an appropriate participant for this study from your department/agency that can be available to attend both meetings below.

Name and Title: _____

Department / Agency: _____

Phone: _____

Email: _____

Please Respond to the Request for participation either by email, mail, or phone to the Project team contacts provided below:

Livia McEachern, P. Eng.

Manager of Engineering
Infrastructure Services
Corporation of the City of Welland
60 East Main Street,
Welland, ON L3B 3X4
905-735-1700 Ext. 2208
livia.mceachern@welland.ca

Connor MacIsaac

Environmental Planner, EA & Approvals
Transportation
R.V. Anderson Associates Limited
43 Church Street, Suite 104
St. Catharines, ON L2R 7E1
905.685.5049 x 4218
cmacisaac@rvanderson.com

Thank you for your assistance with this project. We respectfully request a response by September 22, 2022.



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No.	Type	Contact	Title	Organization	Participate?
1	Emergency Services	Mathieu Lemay	GIS Analyst	Niagara Regional Police	No Response
2	Emergency Services	Adam Eckhart	Fire Chief	Welland Fire and Emergency Services	Participate virtually when available
3	Interest Group	Caroline Bourque-Wiley	Manager, Communications	Niagara Health System	No Response
4	North Welland Improvement Area	Alanna Galeota	Treasurer	Seaway Mall	Y
5	Rail	General Contact		Gio Rail	No Response
6	Rail	Jackie Sapp	Manager of Public Works	Canadian National Railway	No Response
7	Transit Advisory Committee	Aldo Parrotta	Member	Transit Advisory Committee	Y
8	Truck and Goods Movement	Christine Wolverton	Wolverton Transport & Logistics Inc.	Wolverton Transport & Logistics Inc.	Y
9	Welland Downtown Business Improvement Area	Alexis Higginbotham	President		Y
10	Accessibility Committee	Jonathan Cecelli	Vice Chair	Accessibility Advisory Committee	Y
11	Student Bussing	Mark Doyle	Assistant Director	Niagara Student Transportation Services (NSTS)	Y
12	Infrastructure Services, Engineering	Livia McEachern	Manager of Engineering	City of Welland	Y
13	Planning and Development Services	Tara O'Toole	Development Planning Supervisor	City of Welland	Y
14	Planning and Development Services	Ali Khan	Manager, Traffic/Parking/Bylaws	City of Welland	Y
15	Community Services	Craig Bowery	Supervisor of Parks and Forestry	City of Welland	Y
16	Transit	Edward Zahra	Manager of Transit	City of Welland	No Response
17	Regional Municipality	Maged Elmadhoon	Manager Transportation Planning	Niagara Region, Public Works - Transportation Planning	Y
18	Regional Municipality	Waad Siyam	Project Manager	Niagara Region, Public Works - Transportation Planning	Y
19	Planning Division	Taylor Meadows	Development Planner	City of Welland	Y
20	Community Services	Dave Steven	Supervisor of Infrastructure	City of Welland	Y

APPENDIX 2

STAKEHOLDER MEETING

DISPLAY MATERIALS



City of Welland Transportation Master Plan

City on the Move

Stakeholder Working Group Meeting No. 1

Thursday November 24th
1:00 p.m. to 4:00 p.m.



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Agenda

- Introduction
- Study Purpose
- Study Process
- Breakout Sessions
- Next Steps

Study Purpose

Purpose of the Transportation Master Plan (TMP)

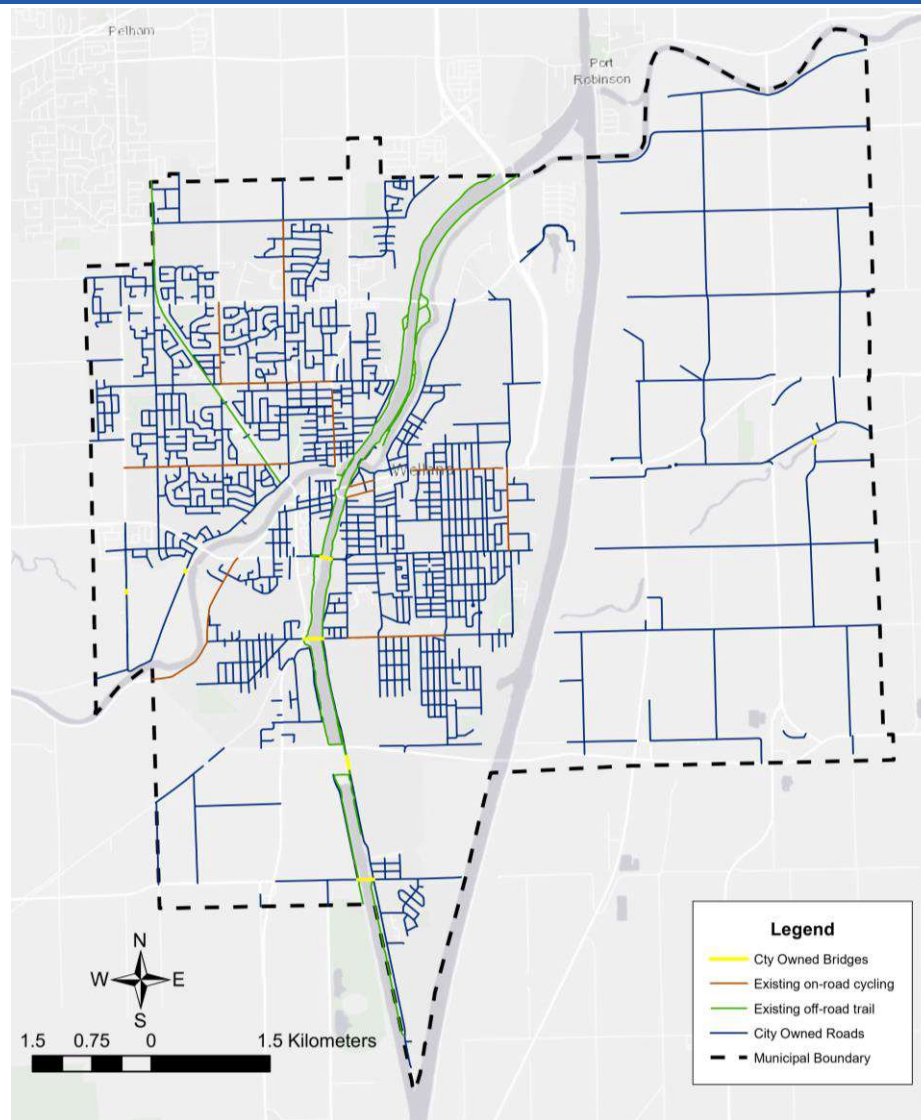
The TMP will provide the City with long-term transportation strategies to support existing and further transportation needs.

Specific goals are to:

- Connect residential, commercial, and industrial areas
- Enhance active transportation (cycling and pedestrian).
- Promote safe, environmentally responsible, and accessible transportation.
- Promote links to areas of growth, neighbouring municipalities, and key transport corridors.
- Update and create transportation policies to support community vision
- Update transportation section and schedules within the City Official Plan.
- Create a capital plan to meet the City's future transportation needs.

Study Area

The TMP will review, assess and develop recommendations for City-owned transportation facilities.

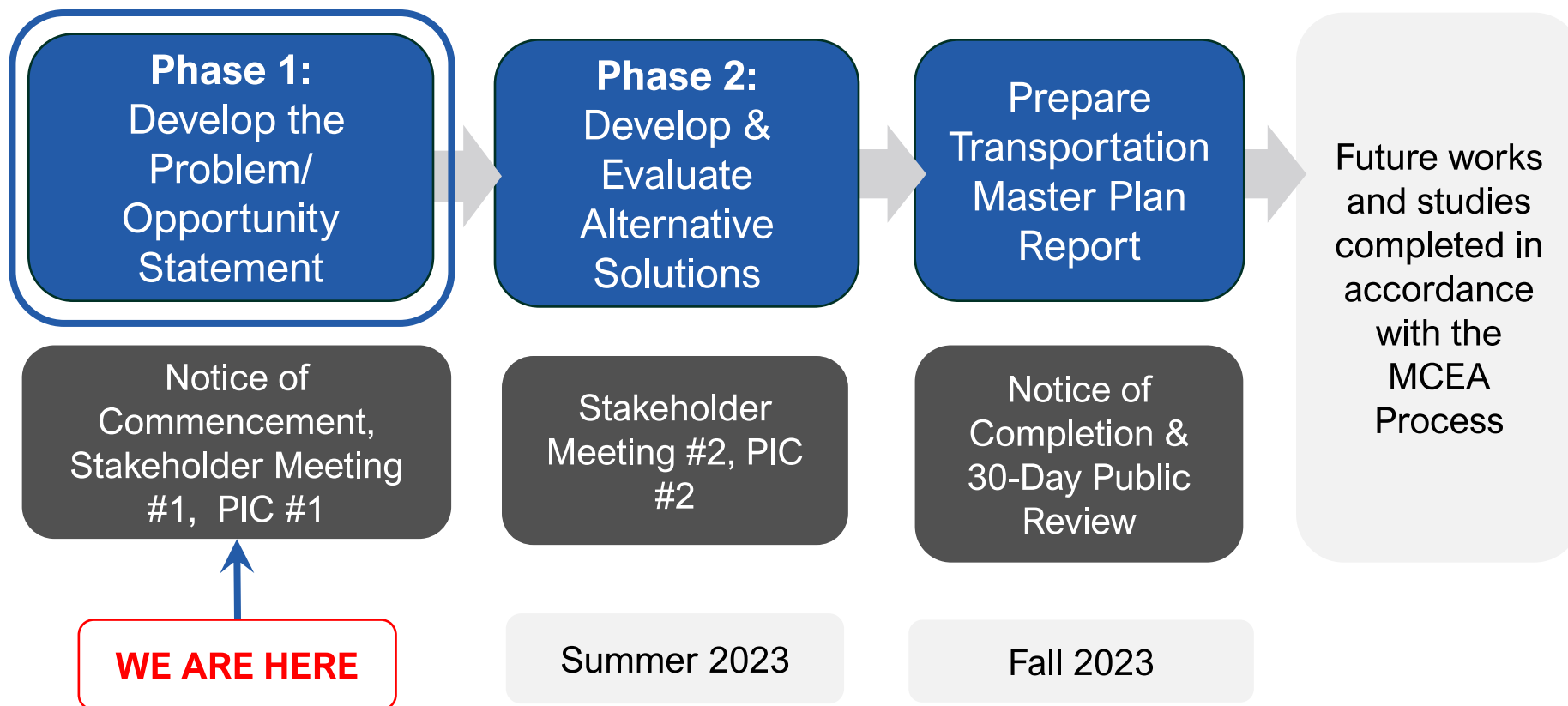


Study Process

Transportation Master Plan - MCEA Process

- The TMP is being completed in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plan Approach #1.
- This is an approved process under the Ontario *Environmental Assessment Act*.
- The MCEA process allows for a transparent decision making and alternative evaluation process in consideration of the natural, cultural, social and economic environment.

Transportation Master Plan - MCEA Process



Purpose of the Stakeholder Workshop

Today's Stakeholder Working Group meeting will provide input to the project team on key opportunities and existing deficiencies.



Itinerary

Item	Start	End
Introductions	1:00pm	1:10pm
Opening Presentation	1:10pm	1:25pm
Break	1:25pm	1:35pm
Breakout Session		
Question Sessions #1 and #2	1:35pm	2:05pm
Break	2:05pm	2:15pm
Question Sessions #3, #4, and #5	2:15pm	3:00pm
Break	3:00pm	3:10pm
Re-group - Presentations and Discussion	3:10pm	3:55pm
Wrap-up	3:55pm	4:00pm

Questions?

Breakout Discussions

Breakout Groups

- **Group 1**

- Alanna Galeota, North Welland Business Improvement Area
- Aldo Parrotta, Transit Advisory Committee
- Craig Bowery, City of Welland – Parks and Forestry
- Taylor Meadows, City of Welland – Planning and Development Services
- Alexis Higginbotham, Welland Downtown Business Improvement Area

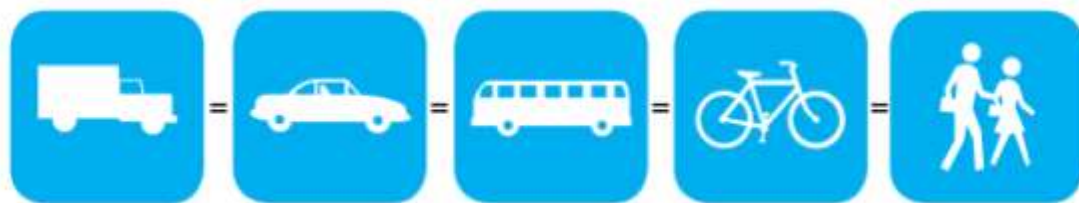
- **Group 2**

- Jonathan Cecelli, Accessibility Advisory Committee
- Mark Doyle, Niagara Student Transportation Services (NSTS)
- Ali Khan, City of Welland – Traffic and Parking
- Waad Siyam, Niagara Region – Transportation Planning
- Tara O'Toole, City of Welland – Planning and Development Services

Breakout Session 1

Question 1 – Complete Streets

- How do you feel the City streets accommodate the various modes/users (accessibility, active transportation, transit, trucks, etc.)?
- Can you think of areas where you don't feel safe cycling or walking? What makes these areas feel unsafe?
- Can you think of any missing links in the cycling or walking network?



Question 2 – Traffic Calming

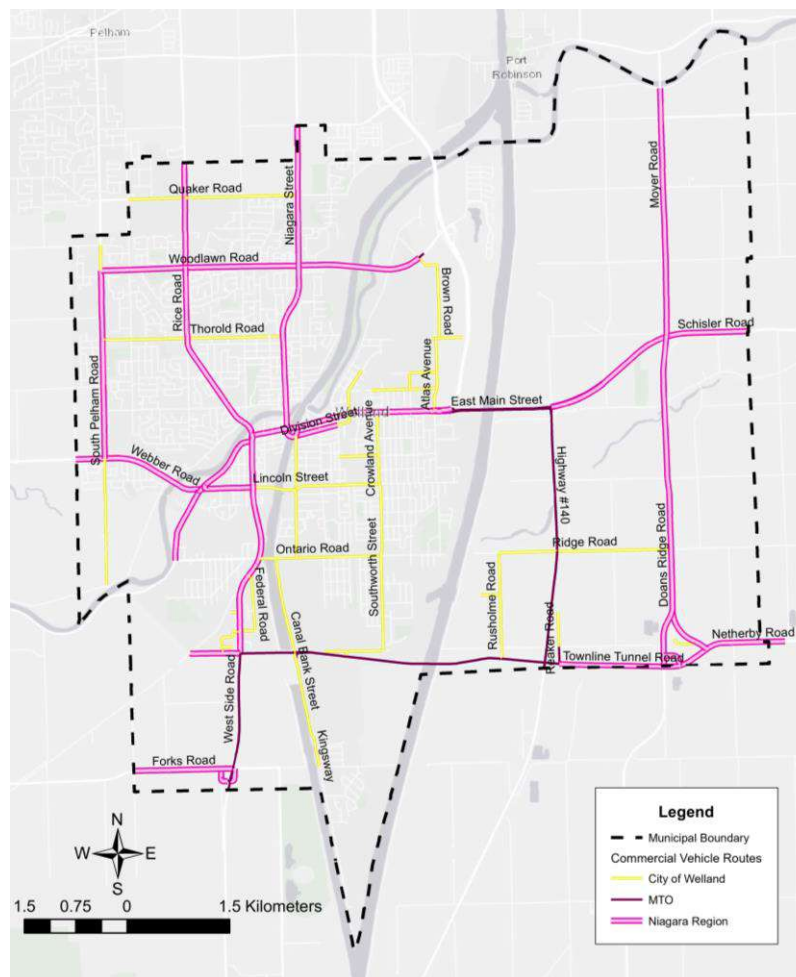
- Are there areas where you experience excessive traffic speeds?
- What do you think might help address speeding in these areas?
- What methods of traffic calming do you think are most effective (i.e., speed limit, narrow lanes, speed humps, signage, etc.)?



Breakout Session 2

Question 3 – Commercial Vehicles

- Are there additional areas you feel require heavy truck accommodation?
- Are there additional areas you feel require heavy truck restrictions?
- What new truck routes may emerge based on future development?



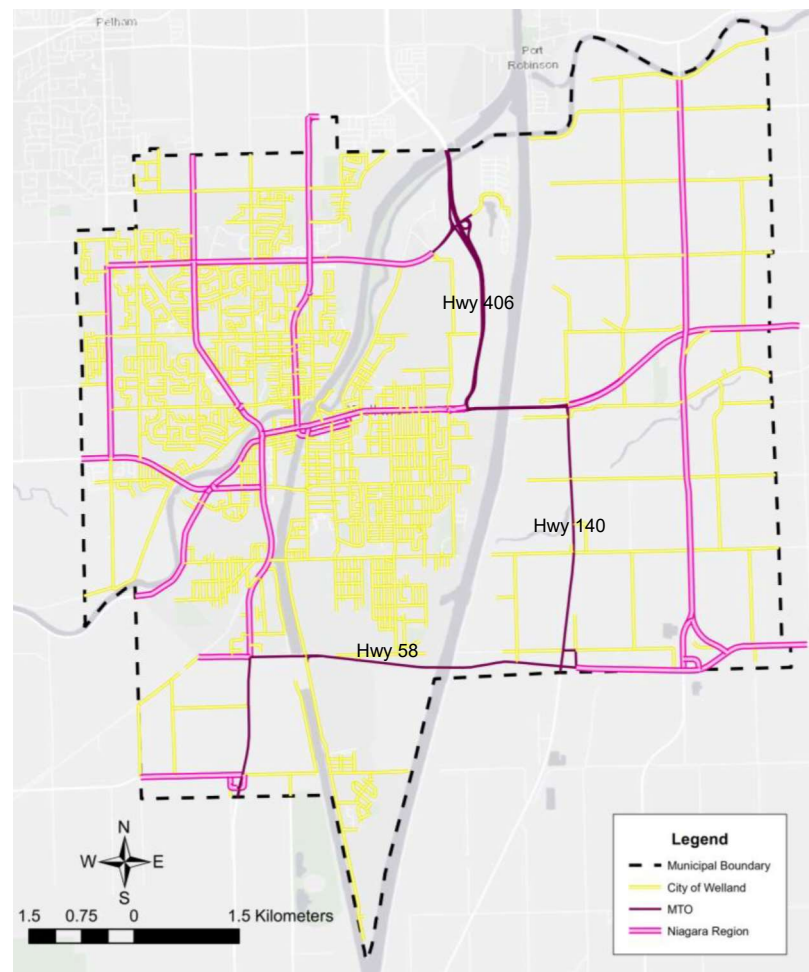
Question 4 – Intersection/Road Operations

- Are there any intersections or Roads where you experience operation issues (i.e., long intersection queues, traffic jams)?
- Are there any intersections or roads you think may experience future operation issues based on future development?
- Are City intersections designs pedestrian friendly and accessible?
What is missing?



Question 5 – Road Network Gaps

- Are there any areas you feel would benefit from a new transportation connection?
- Are there any new rail, highway, or water crossings you feel would fill a gap in the roadway system?



Wrap-up

Next Steps

- Compile existing issues and opportunities in transportation system to develop Problem Opportunity Statement in consideration of input today.
- Present initial findings at Public Open House 1 (Planned for February 2022).
- Stakeholder Working Group Meeting No. 2 – Input on Preliminary Selection of Preferred Alternatives (Summer 2023)

Thank You!

Thank you for your participation!

If you have additional comments or questions, you can reach us any time using the contact information below.

Livia McEachern, P. Eng.

Manager of Engineering

Infrastructure Services

City of Welland

Phone: 905-735-1700 Ext. 2208

Email: livia.mceachern@welland.ca

Connor MacIsaac, EPT, ENV SP

Environmental Planner

Transportation

R.V. Anderson Associates Limited

Phone: 905.685.5049 x 4218

Email: cmacisaac@rvanderson.com

You can also learn more about the project online at
<https://www.engagewelland.ca/transportation-master-plan-study>

APPENDIX 3

SIGN-IN SHEETS



City of Welland Transportation Master Plan – City on the Move
Stakeholder Working Group Meeting No. 1

Welland City Hall –60 E Main St, Welland
Thursday, November 24, 2022 - 1:00 – 4:00 PM



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SIGN-IN SHEET

Name	Organization	Email
Alexis Higginbotham	Welland Downtown BIA	
Alanna Galeota	Northwelland BIA	
Livia McEachern	City of Welland , manager of engineering	
Tara O'Toole	" , Development Planning Supervisor	
ALDO PARROTTA	COMMITTEE MEMBER MARISSA ADUSOMY	
Graig Bawery	City of Welland	
Waad Siyam	Niagara Region	
Ah° Khon'	WELLAND.	



City of Welland Transportation Master Plan – City on the Move
Stakeholder Working Group Meeting No. 1

Welland City Hall –60 E Main St, Welland
Thursday, November 24, 2022 - 1:00 – 4:00 PM



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SIGN-IN SHEET

Name	Organization	Email
Mark Doyle	NSTS	

Personal information requested on this form is collected following the Freedom of Information and Privacy Act.

APPENDIX 4

BREAKOUT GROUP FEEDBACK

Breakout Group #1 Feedback

TABLE 2

Q1

(1)

- AT facility connections between City - Regional Roads
- Niagara St. connection at Thorold
- Narrow ROW (Hunter Point Area)
- Accessibility facilities on City streets connecting to RR Roads
- MUP connections through Parks (Lancaster Park)
- Northend connections to trail facilities (Welland Canal Trail) and commercial areas.
- Lancaster Ped Crossing to the Mall

Q2

- More Signage on City roads indicating one-way operations on downtown streets
- Speeding on City streets
- Enforcement - Greater presence.
- Narrowing field of vision through Streetscaping (Trees, narrow lanes etc.)
wider sidewalks
- First Ave. Speeding near NC.
- Clare Ave. Woodlawn → Thorold
- S Pelham Rd.

TABLE 1

Q3 ①

- West Main trucks obstructing traffic flow (stopped on road)

- First Ave + Quaker Rd. (Queing blocking side streets) Q4

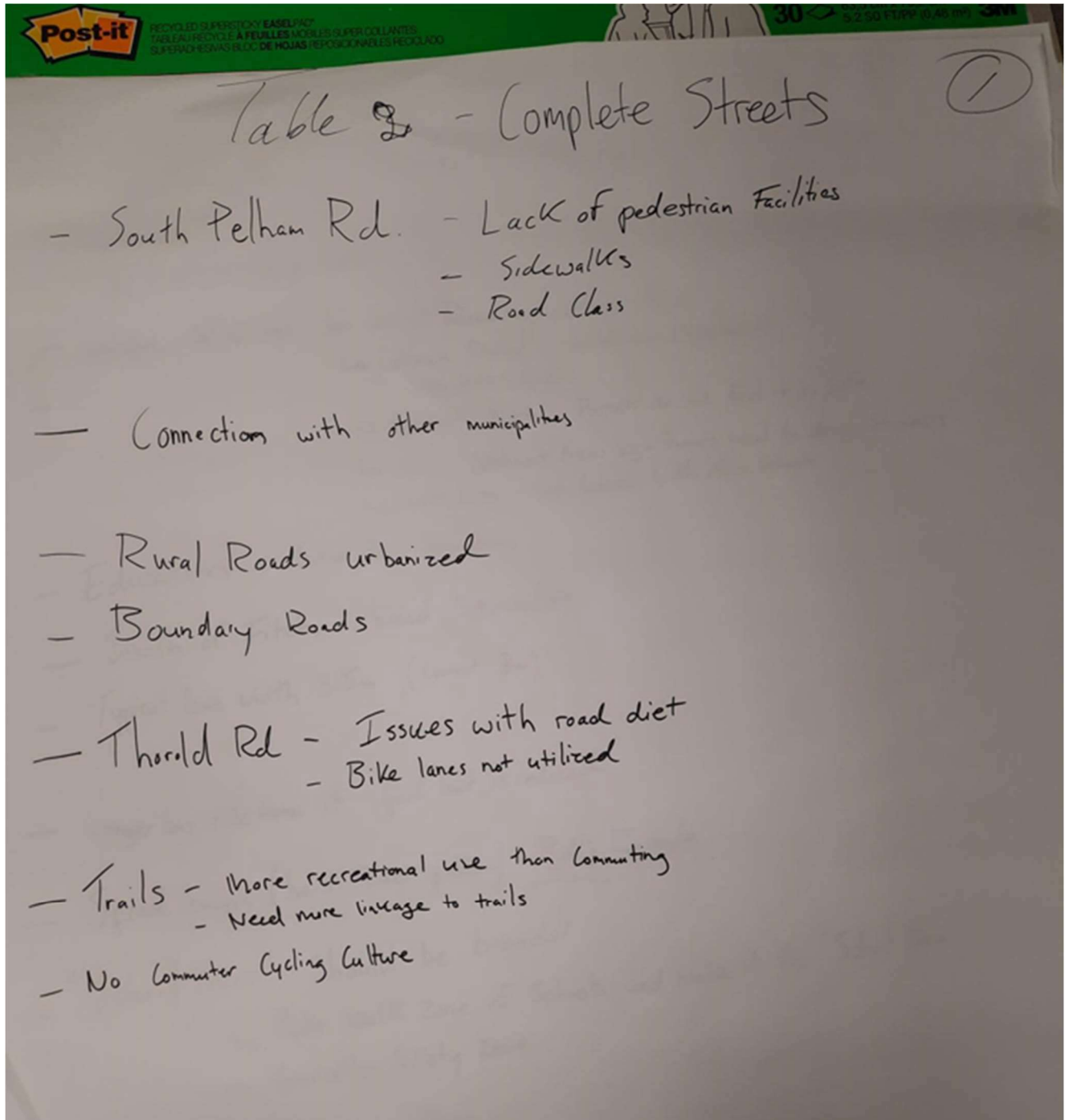
- Quaker Rd. + Rice Rd.

- Quaker + Niagara - Transit stop safety concerns (Platforms)

- Woodlawn Rd. + Treelawn PXO crossing to transit stop (issue resolved?)

- Thorold Rd + Oxford Rd. connection over Rec canal. Q5

Breakout Group #2 Feedback



Question # 2 - Traffic Calming

- Quaker Road.
- High Speeds on major roads
- Wide R.O.W. For Local Roads / Collector Roads
 - ↳ Colbeck Drive - Lots of new development
 - ↳ No sidewalks
 - ↳ Gordon / Fitch - Parents do not feel it is safe
 - ↳ School Catchment Areas big - Parents need to drive students
 - ↳ Walk Zones - Can connect with other schools
- Education - School bus Stop Arms
- South of Fitch - Need Sidewalks
- Typical lane width 3.5m (Lowest 3m)
- Longer bus ride times if Speed limit is reduced
- Speed humps (hairst Street pelham) - RAD Example
- "School Zones" Should be broader
 - ↳ Take walk zone of schools and make it the "School Zone"
 - ↳ Community Safety Zone
- Fitch - From Clair to Wilson
 - Wilson to Prince Charles
- GIS mapping for Walk Zones (Follow up with Mark)
- Question regarding pedestrian Safety at roundabouts

Question # 3 - Commercial Vehicles

- Quaker Road
- Complaints about Broadway
 - ↳ Residents do not want Heavy Trucks
 - ↳ Riverside Drive/Broadway - Sightline issues
- Need to look at where new manufacturing is going
- Need routes to Connect to Power Drive (Industrial Subdivision)

Question # 4 - Intersection / Road Intersections

- Rice / Quaker - Current 4-way Stop
- Woodlawn / South Pelham - Left turn from Sidestreets with additional traffic from surrounding developments
- Weber / South Pelham
- Thorold Road - Not enough travel lanes
- Fix Connectivity when road gets fixed (money an issue)
- Accessibility
 - ↳ Audible Crosswalk Signals
 - ↳ Curb Cuts - alignment is terrible for users - Directional Curb Cuts
 - ↳ Tactile Strips - not present at a lot of Curb Cuts

Question #5 - Road Network Gaps

- Dain City - Needs more Connectivity
 - New Bridge
- Separations From Tracks (possible grade separation)
- Bollards - Make it Safe.
- More treatment at Key Crossings to accommodate all methods of transportation
- South of Weber Road - New Development will require new connections
- Canal Bank Street - ~~not safe~~ Bridge is not safe for crossing for pedestrians
- Recreational Canal - Canal Bank Road Crossing (for peds and cyclists) (Ontario + Canal Bank)
 - By Flat water center
 - Need a safe way to cross the road at Ontario Road



City of Welland Transportation Master Plan – City on the Move

**Stakeholder Working Group
Meeting #2
Summary Report - Final**

City of Welland

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**RVA 226408
January 30, 2024**

CITY OF WELLAND TRANSPORTATION MASTER PLAN – CITY ON THE MOVE STAKEHOLDER WORKING GROUP MEETING #2 SUMMARY REPORT

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APPENDIX 4 – DISCUSSION FEEDBACK AND COMMENTS

1.0 INTRODUCTION

The City of Welland has retained R. V. Anderson Associates Ltd. (RVA) to complete a Transportation Master Plan (TMP) Study, City on the Move. The TMP will provide the City with long-term transportation strategies and capital plan to support the existing and future transportation needs.

The study will consider options to connect residential, commercial and industrial areas, enhance active transportation facilities (cycling and pedestrian), promote safe, environmentally responsible, and accessible transportation and improve links to areas of growth neighbouring municipalities and key transport corridors. In addition, the study will update and develop transportation policies to support community vision, update transportation section and schedules within the City Official Plan and create a capital plan to meet the city's future transportation needs.

As part of the TMP, public and technical agency input will be obtained through two Stakeholder Working Group Meetings, and two Public Information Centres (PICs).

1.1 Stakeholder Working Group

At the outset of the TMP, a Stakeholder Working Group was created to provide input to the Project Team and assist in the development and evaluation of alternative solutions and ultimately the recommendations of City's Transportation Master Plan. It was proposed that the working group meet two times during the course of the Study.

Several departments and agencies identified as having potential interest in the study were invited to be involved as a member of the Stakeholder Working Group, including representatives from:

- Niagara Regional Police
- Welland Fire and Emergency Services
- Niagara Health System
- North Welland Improvement Area
- Gio Rail
- Canadian National Railway
- City of Welland Transit Advisory Committee
- Wolverton Transport & Logistics Inc.
- City of Welland Accessibility Advisory Committee
- Various City of Welland Departments (Parks, Sports Fields, Open Spaces & Cemeteries, Transit, Infrastructure Services, Planning and Development Services, Community Services and Planning).

- Niagara Student Transportation Services (NSTS)
- Niagara Region, Public Works - Transportation Planning

1.2 Stakeholder Working Group Meeting #1

Stakeholder Working Group Meeting #1 was held on November 24, 2022, at the City of Welland City Hall. The purpose of the meeting was to share information and receive input on key issues, constraints, and opportunities of the existing transportation network, and highlight specific topics and areas throughout the City that will be considered in the development of the Transportation Master Plan.

A summary report of the Stakeholder Working Group Meeting #1 was completed by RVA on December 19, 2022.

1.3 Stakeholder Working Group Meeting #2

Stakeholder Working Group Meeting # 2 was arranged to be held in November 2023 and a copy of the invitation distributed to these agencies as well as a summary of their responses is provided in **Appendix 1**.

The Stakeholder Working Group Meeting #2 was held on Tuesday, November 21, 2023, at the City of Welland City Hall (60 E Main Street, Welland, ON), from 1:00 p.m. to 4:00 p.m. The purpose of the Stakeholder Working Group Meeting #2 was to present proposed improvements to be incorporated into the Transportation Master Plan and receive comments and feedback regarding these improvements.

The format of the Stakeholder Meeting was a presentation followed by a discussion period to address comments and answer questions.

The presentation provided attendees with a summary of the following:

- TMP's goals,
- A review of what was heard from Stakeholder Working Group #1,
- Results from the Transportation Planning Model and Road Classification Assessment,
- Suggestions for Active Transportation, and
- Development of new policy documents.

The presentation slides presented at the Stakeholder Meeting are included in **Appendix 2**. In addition to the presentation slides, mapping displays of the study area networks including future growth, active transportation, city road classifications, and intensification areas were

provided to stakeholders to review all recommended improvements for the Transportation Master Plan.

Following the presentation, members of the project team, including R.V. Anderson staff, facilitated a discussion period to receive input on materials presented and answer questions.

2.0 PARTICIPATION AND COMMENT SUMMARY

2.1 Attendance

Attendees were requested to sign-in during the presentation portion of the Stakeholder Working Group Meeting #2. Based on the sign-in sheet, there were twelve (12) attendees, including representatives from the City of Welland, Region of Niagara, North Welland BIA, and Accessibility Advisory Committee. The list of attendees includes:

- **Dave Steven** – City of Welland
- **Barb Evans** – Niagara Health
- **Mark Doyle** – Niagara Student Transportation Services (NSTS)
- **Waad Siyam** – Niagara Region, Transportation Planning
- **Alanna Galeota** – North Welland BIA
- **Ather Shabbar** – Accessibility Advisory Committee
- **Taylor Meadows** – City of Welland
- **Ali Khan** – City of Welland

The sign-in sheet with the full list of meeting attendees, excluding R.V. Anderson staff, is provided in **Appendix 3** of this report.

2.2 Participation and Discussion Summary

Meeting attendees were encouraged to provide their comments and feedback on the materials presented. Questions and comments from the stakeholders were recorded digitally in a Microsoft Word document. Attendees were also encouraged to submit additional comments and questions by email or mail following the Stakeholder Meeting.

A summary of the comments received, and discussion held is provided below. A copy of the feedback recorded during the Stakeholder Meeting is provided in **Appendix 4**.

2.2.1 Discussion Summary

- If bike lanes are required in the future, the City would have to address on-street parking conflicts for local roads. The TMP will provide general guidelines for cycling and on-street parking that the City can follow in the future.
- On-street parking space allotment and enforcement were discussed. Most arterial roads except in the downtown core will have on-street parking prohibited.
- It was noted that the City faces challenges when planting trees and creating tree canopy for roads.
- Lane widths will be a site-specific decision based on factors such as on-street parking.
- Vision Zero is becoming a popular initiative adopted by several cities. Education and enforcement will be required in the City of Welland if Vision Zero is adopted.
- There are some accessibility considerations the Accessibility Advisory Committee would like to discuss with the project team. A one-on-one meeting will be scheduled.
- There should be proactive safety measures taken so that people walking or cycling remain safe. Area to consider proactive safety measures include railways, bridges, and water crossings.

3.0 SUMMARY AND NEXT STEPS

The Stakeholder Working Group Meeting #2 provided key stakeholders an opportunity to review suggested improvements and plans that are to be implemented in the Transportation Master Plan. The project team will take into consideration the discussions and comments received in the refinement of suggested improvements when producing the Transportation Master Plan document.

Information presented at Stakeholder Working Group Meeting #2 will be shared with the public at the scheduled Public Information Centre (PIC) #2 on November 29th, 2023.

APPENDIX 1

Stakeholder Working Group Invite and Response List



Mila Khatri

Subject: City of Welland Transportation Master Plan – City on the Move: Stakeholder Working Group Meeting No. 2 Invitation

Location: Welland City Hall - Community Room, 60 E Main Street, Welland, ON L3B 3X4

Start: Tue 2023-11-21 1:00 PM

End: Tue 2023-11-21 4:00 PM

Show Time As: Tentative

Recurrence: (none)

Meeting Status: Not yet responded

Organizer: Mila Khatri

Required Attendees:

Hello,

On behalf of the City of Welland, thank you your interest in participating in the City of Welland Transportation Master Plan – City on the Move Stakeholder Working Group. We would like to invite you to participate in the second Stakeholder Working Group Meeting, which will allow the project team to receive input regarding the identification and analysis of proposed improvements to be incorporated in the Transportation Master Plan.

The details of the Stakeholder Working Group Meeting are below:

Date: Tuesday November 21th, 2023

Time: 1:00 to 4:00 pm

Location: Welland City Hall - Community Room
60 E Main St, Welland, ON L3B 3X4

For the purpose of providing accurate name tags, please reply directly to this email to confirm your attendance.

Thank you in advance for your participation in these important discussions. Please contact myself, or Livia McEachern (cc'd), if you have any questions regarding the meeting, working group, or project as a whole.

Thank you,

Mila Khatri (She/Her)

Junior Environmental Planner



R.V. Anderson Associates Limited
4900 Palladium Way, Suite 200, Burlington ON L7M 0W7

Type	Contact	Title	Organization	Stakeholder Meeting #2 Attendance
Emergency Services	Adam Eckhart	Fire Chief	Welland Fire and Emergency Services	No Response
North Welland Improvement Area	Alanna Galeota	Treasurer	Seaway Mall	No Response
Rail	Jackie Sapp	Manager of Public Works	Canadian National Railway	Declined
Transit Advisory Committee	Aldo Parrotta	Member	Transit Advisory Committee	No Response
Truck and Goods Movement	Christine Wolverton	Wolverton Transport & Logistics Inc.	Wolverton Transport & Logistics Inc.	No Response
Welland Downtown Business Improvement Area	Alexis Higginbotham	President		Declined
Student Bussing	Mark Doyle	Assistant Director	Niagara Student Transportation Services (NSTS)	No Response
Infrastructure Services, Engineering	Livia McEachern	Manager of Engineering	City of Welland	Y
Planning and Development Services	Ali Khan	Manager, Traffic/Parking/Bylaws	City of Welland	Y
Regional Municipality	Maged Elmadhoon	Manager Transportation Planning	Niagara Region, Public Works - Transportation Planning	Tentative
Regional Municipality	Waad Siyam	Project Manager	Niagara Region, Public Works - Transportation Planning	Y
Planning Division	Taylor Meadows	Development Planner	City of Welland	No Response
Community Services	Dave Steven	Supervisor of Infrastructure	City of Welland	No Response
Interest Group	Harpreet Bassi	Vice President, Strategy, Planning and Engagement	Niagara Health System	No Response
Accessibility Committee	Ather Shabbar		Welland Accessibility Advisory Committee	Y
Interest Group	Barb Evans		Niagara Health System	Y

APPENDIX 2

Stakeholder Working Group Display Materials



Welcome

Stakeholder Meeting #2

November 21, 2023

1:00 p.m. to 4:00 p.m.

Staff are available to answer your questions.

Purpose of the Transportation Master Plan (TMP)

The TMP will provide the City with long-term (2051) transportation strategies to support existing and further transportation needs. Specific goals are to:

- Promote roadways to areas of growth, neighbouring municipalities, and key transport corridors.
- Connect residential, commercial, and industrial areas.
- Enhance active transportation (cycling and pedestrian).
- Promote safe, environmentally responsible, and accessible transportation.
- Update and develop transportation policies to support community vision.
- Update transportation section and schedules within the City Official Plan.
- Create a plan to meet the City's future transportation needs.

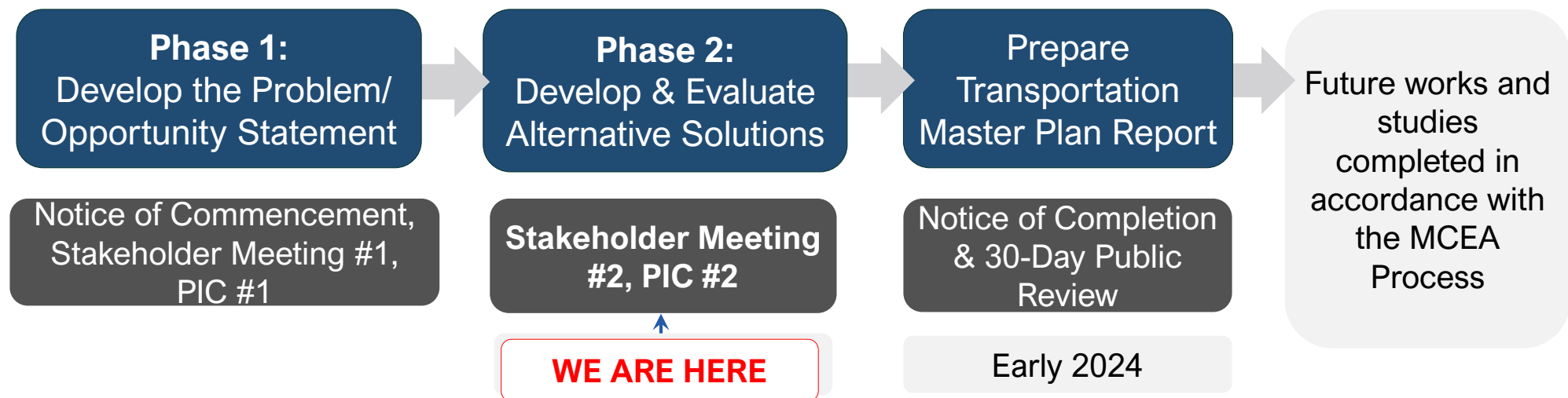
Summary of Feedback from Consultation Round #1

The four (4) main themes include:

- Improving AT connectivity and facility design continuity throughout the City, particularly over the recreational canal;
- Improving accessibility through standardized audible crosswalk signals, curb cuts, and tactile strips throughout the City;
- Improving capacity and operations at key intersections in response to ongoing growth; and
- Enhancing safety through the reduction of traffic speeds in areas where sidewalks and / or dedicated cyclist facilities are not provided.

Transportation Master Plan – MCEA Process

- The TMP is being completed in accordance with the Municipal Class Environmental Assessment (MCEA) process for Master Plan Approach #1.
- This is an approved process under the Ontario Environmental Assessment Act.
- The MCEA process allows for a transparent decision making and alternative evaluation process in consideration of the natural, cultural, social and economic environment.



The purpose of this meeting is to present and obtain comments on the proposed preliminary recommendations and draft policy documents.

Transportation Planning Model Inputs

Niagara Region planning modelling input parameters were reviewed through:

- Node & connector adjustments to suit the growth areas;
- Link attributes including number of lanes, posted speed and lane capacity information refinement; and
- Updating with the City's population forecasts (as per the ongoing Official Plan Update).

Residential population forecasts

Horizon Year	Population	Growth*
2031	89,135	57%
2041	121,422	36%
2051	149,406	23%

*Base year is 2021

Employment population forecasts

Horizon Year	Population	Growth*
2031	19,244	36%
2041	22,137	15%
2051	26,603	20%

*Base year is 2021

Placeholder (Growth Area Map)

The findings of the transportation modelling are summarized as follows:

- No road widenings are required along the City roadway corridors through to the ultimate 2051 horizon year;
- Localized intersection improvements (i.e., signal timing adjustments, auxiliary turn lanes, etc.) are required as a result of intensification; and
- Of the City water crossings, the Ontario Road crossing is forecast to approach capacity by the year 2051; and
- The Regional road improvements within the City of Welland are identified within the Region's TMP.

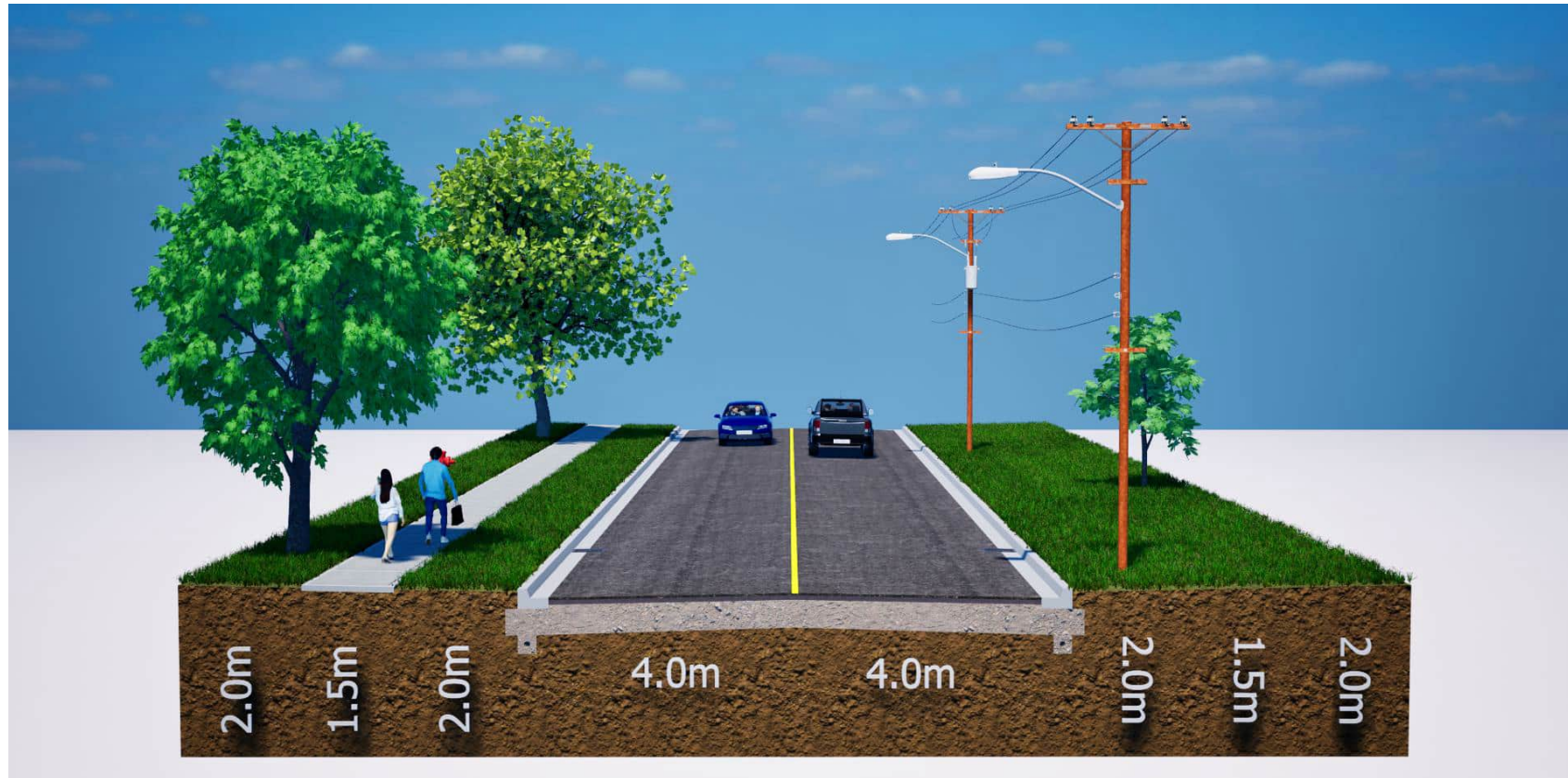
Road Classification Assessment

The revised roadway classification was developed with Arterial, two (2) classes of Collector roadways (Major/Minor), and Local roads. The following criteria was utilized in classifying the roads:

- Service function (i.e., land access, goods movement, connectivity etc.)
- Typical traffic volume (vehicles per day)
- Flow characteristics (i.e., interrupted or uninterrupted flows)
- Posted speed and traffic calming considerations
- Vehicle types (i.e., passenger vehicles, farm vehicles, etc.)
- Right-of-way width
- Pedestrian and cyclist accommodation
- Other (on-street parking, intersection spacing, transit service)

Review of Road Right-of-Way (ROW) Requirements

Typical Road Cross Section (Urban Local – 20m Width)

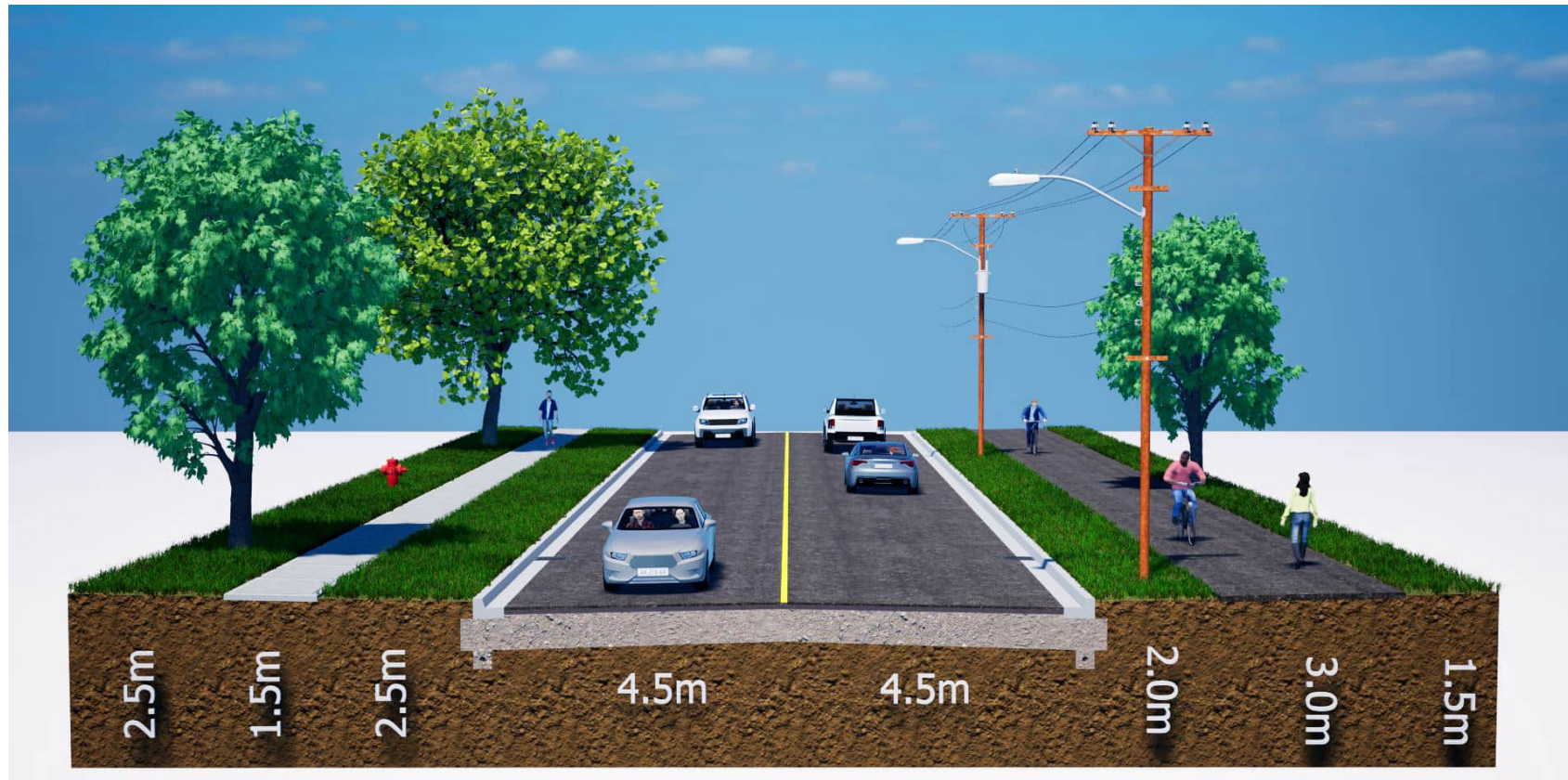


Notes:

1. Sidewalks required on one side at a minimum.
2. On-street parking may be permitted on one side.
3. Dedicated cycling facilities are not required but may be provided as per OTM Book 18.

Review of Road Right-of-Way (ROW) Requirements

Typical Road Cross Section (Urban Collector 23m Width)

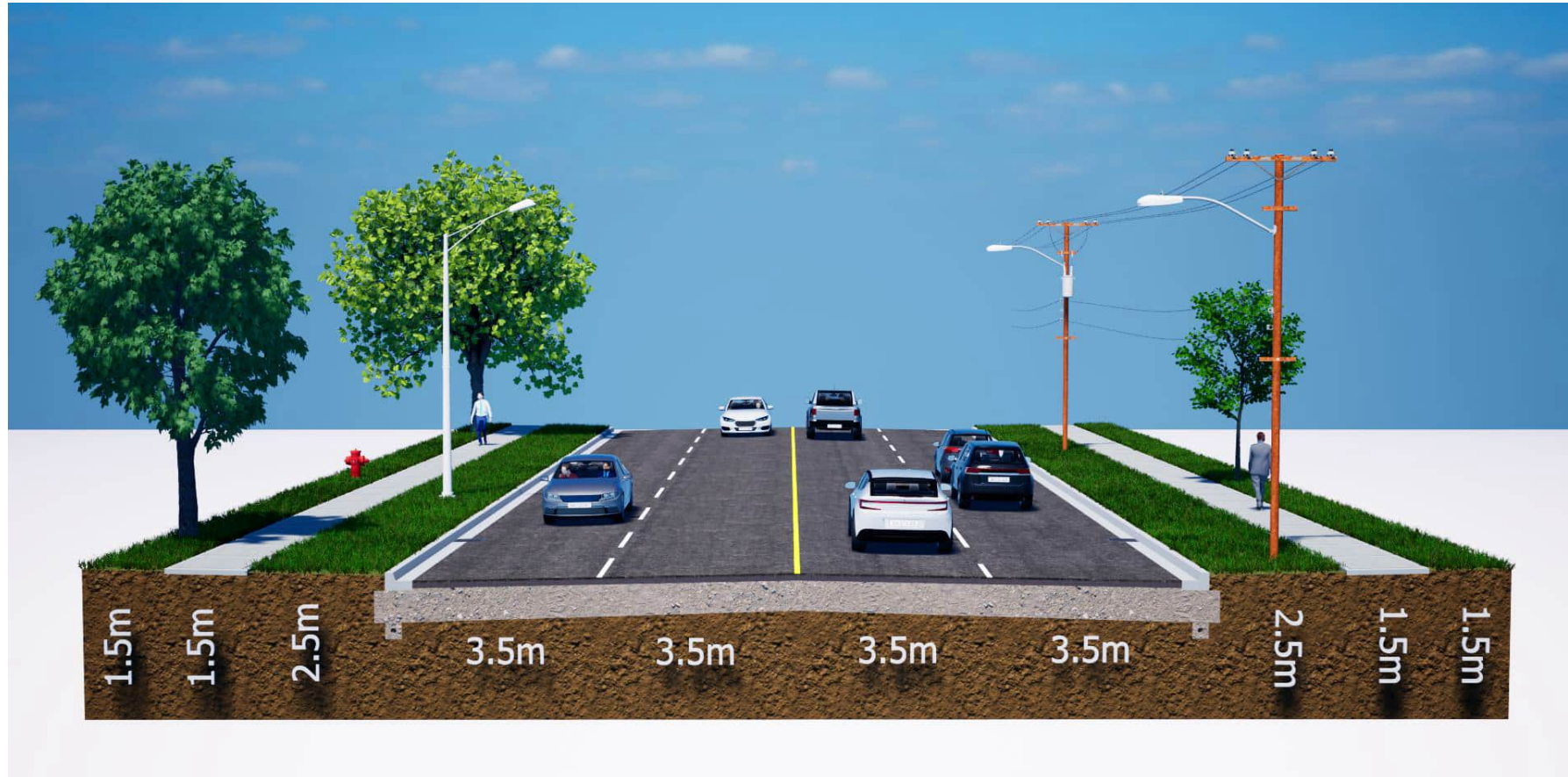


Notes:

1. Sidewalks required on both sides of roadway, unless a multi-use path is provided.
2. On-street parking may be permitted on one side or both sides.

Review of Road Right-of-Way (ROW) Requirements

Typical Road Cross Section (Urban Arterial 26m Width)



Notes:

1. Sidewalks required on both sides of roadway.
2. On-street parking may be prohibited.
3. Appropriate cycling facilities may be included as per OTM Book 18.

Placeholder

(Suggested Road Classification Changes)

Active Transportation Connectivity

The development of the Active Transportation Connectivity map included a review of the following:

- Existing on-road cycling facilities and multi-use paths
- Recommendations from the City of Welland Trails Strategy (2021)
- Recommendations from the Niagara Region Transportation Master Plan (2017)

Gaps between the existing facilities and recommended improvements were identified, with opportunities to provide additional facilities incorporated into the network.

Placeholder (AT Connectivity Map)

Review of Existing City's Policy and Development of New Policy Documents

The following Policy Documents were reviewed or formulated:

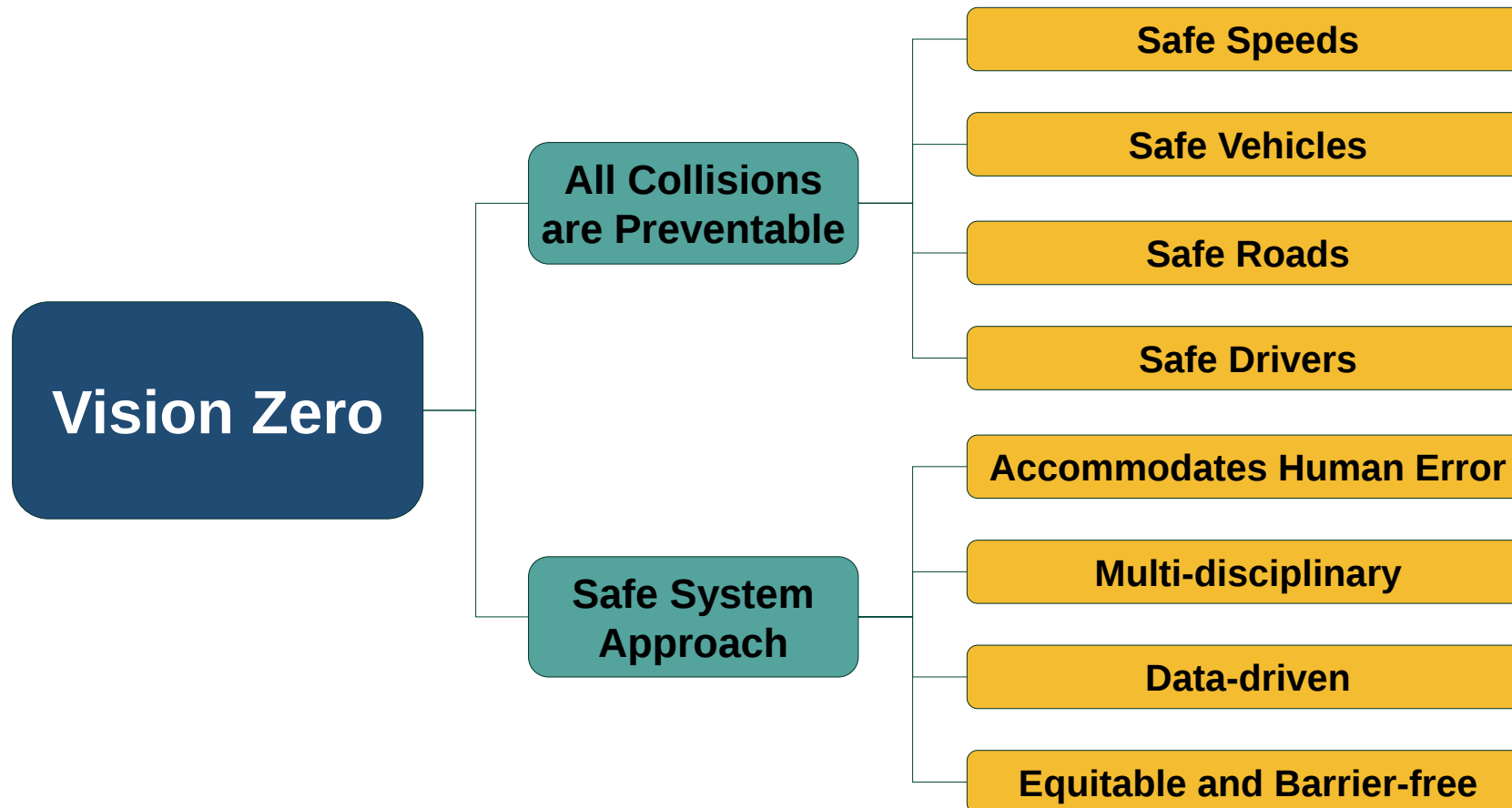
- Vision Zero **(NEW)**
- Default 40 km/h posted speed limit **(NEW)**
- Traffic Calming **(UPDATE)**
- Roundabout Implementation **(NEW)**

A summary of the Vision Zero, Default 40km/h Posted Speed, and Traffic Calming Policies are provided in the following Slides

Review of Policy Documents

Vision Zero

Already adopted by the Niagara Region, Vision Zero is a strategy to reduce fatalities and serious injuries that may occur within the transportation network.



Review of Policy Documents

Default 40km/hr Speed Limit

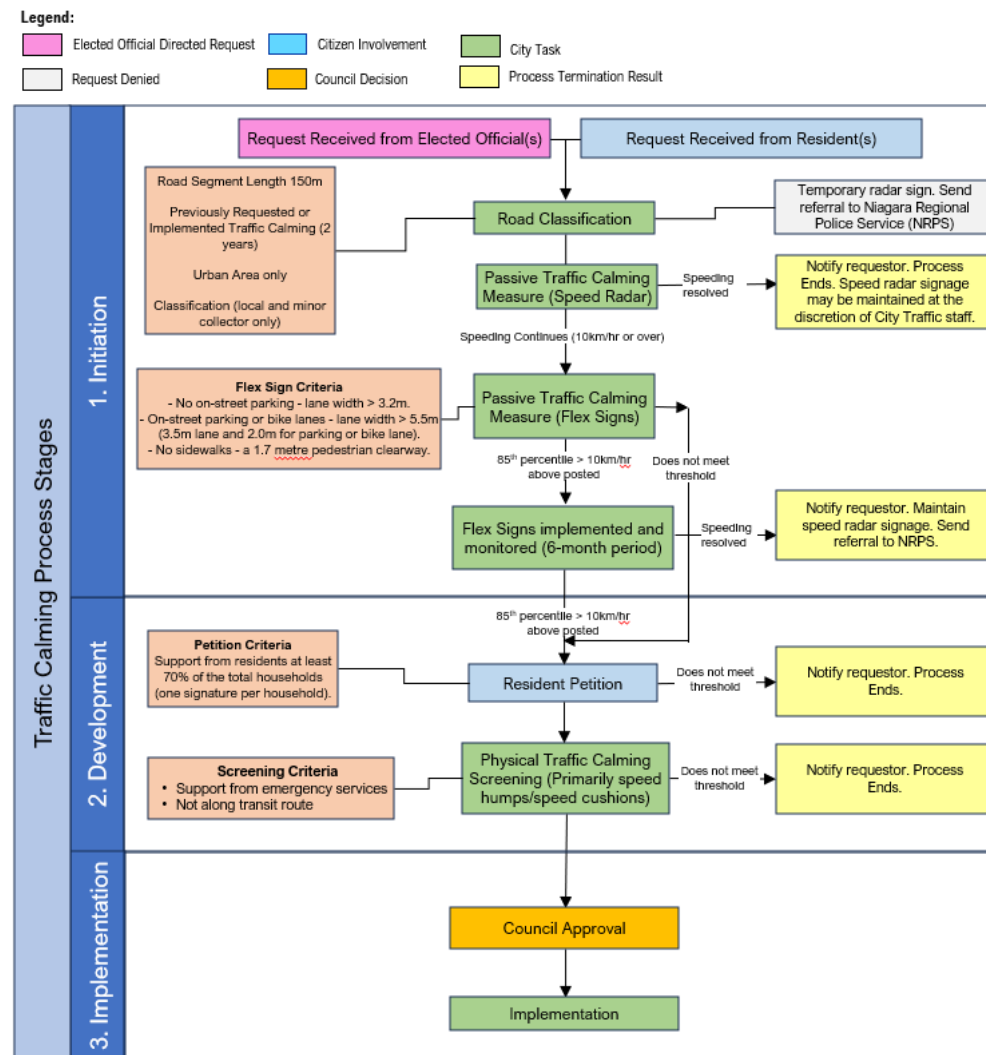
In alignment with the Vision Zero strategy, City-wide implementation of default 40km/hr speed limit is recommended.

- Applies to local and minor collector roadways only.
- If required, may be supplemented with other measures including passive or physical traffic calming, education, and / or enforcement.
- Signage to be erected at the community gateways only.



Review of Policy Documents

Traffic Calming



*Passive traffic calming measures can include measures such as speed radar signage and flex signs. The selection of the appropriate measures will be determined by City Traffic staff on a case-by-case basis given the site-specific issues and constraints.

Next Steps

- Compile, review, and incorporate input received from Stakeholder Meeting # 2 and finalize the City's road and active transportation network for upcoming PIC # 2 (Nov 29, 2023).
- Prepare draft Transportation Master Plan Report for the City review, incorporating any comments for finalization.
- Issue Notice of Study Completion (Early 2024) and 30-day public review.

Thank You!

Thank you for your participation!

Please provide comments and please contact us in case of any questions:

Livia McEachern, P. Eng.

Manager of Engineering
Infrastructure Services

City of Welland

Phone: 905-735-1700 Ext. 2208

Email: livia.mceachern@welland.ca

Mila Khatri

Environmental Planner
Transportation

R.V. Anderson Associates Limited

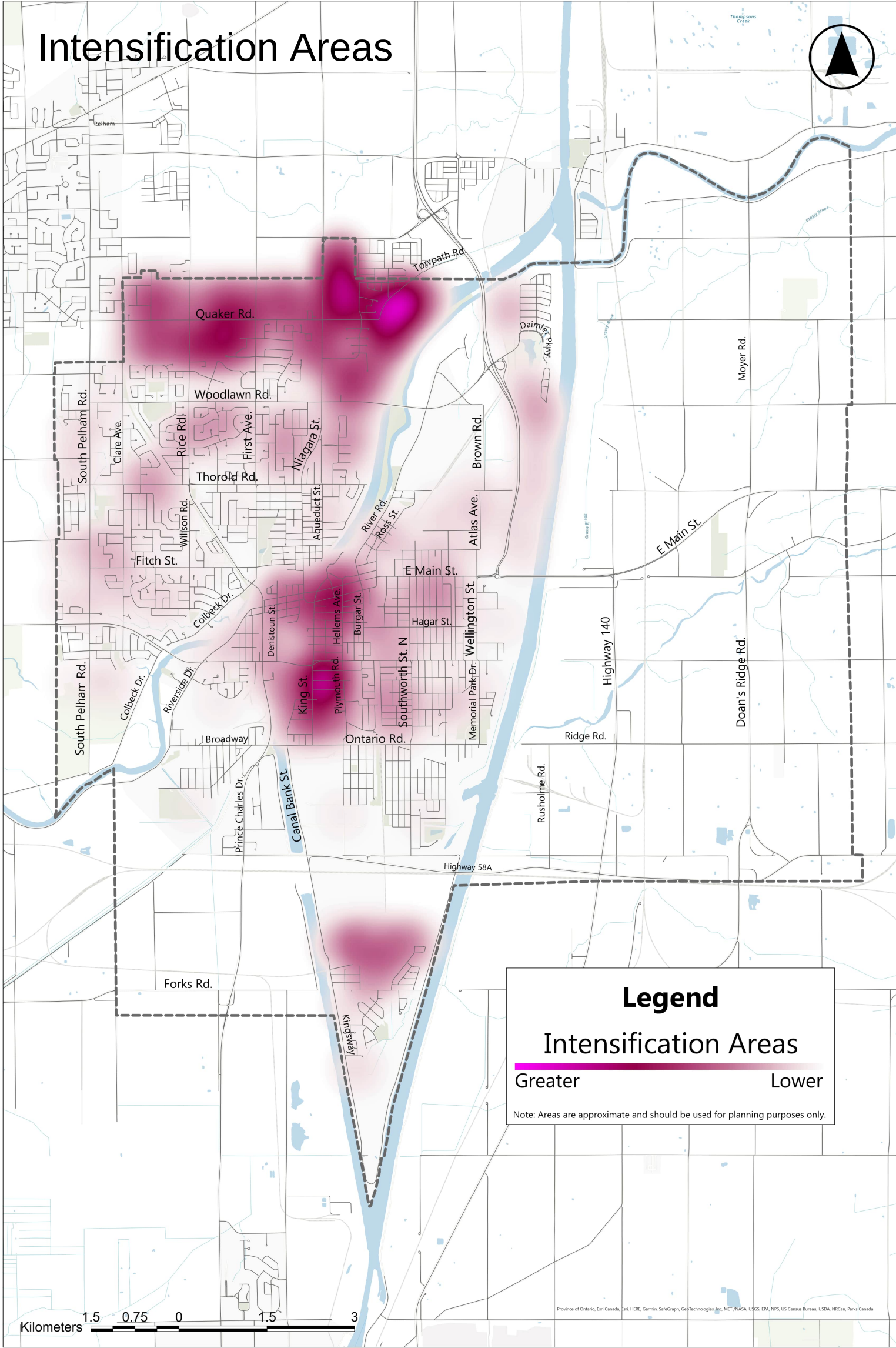
Phone: 289-348-1234 Ext. 4501

Email: mkhatri@rvanderson.com

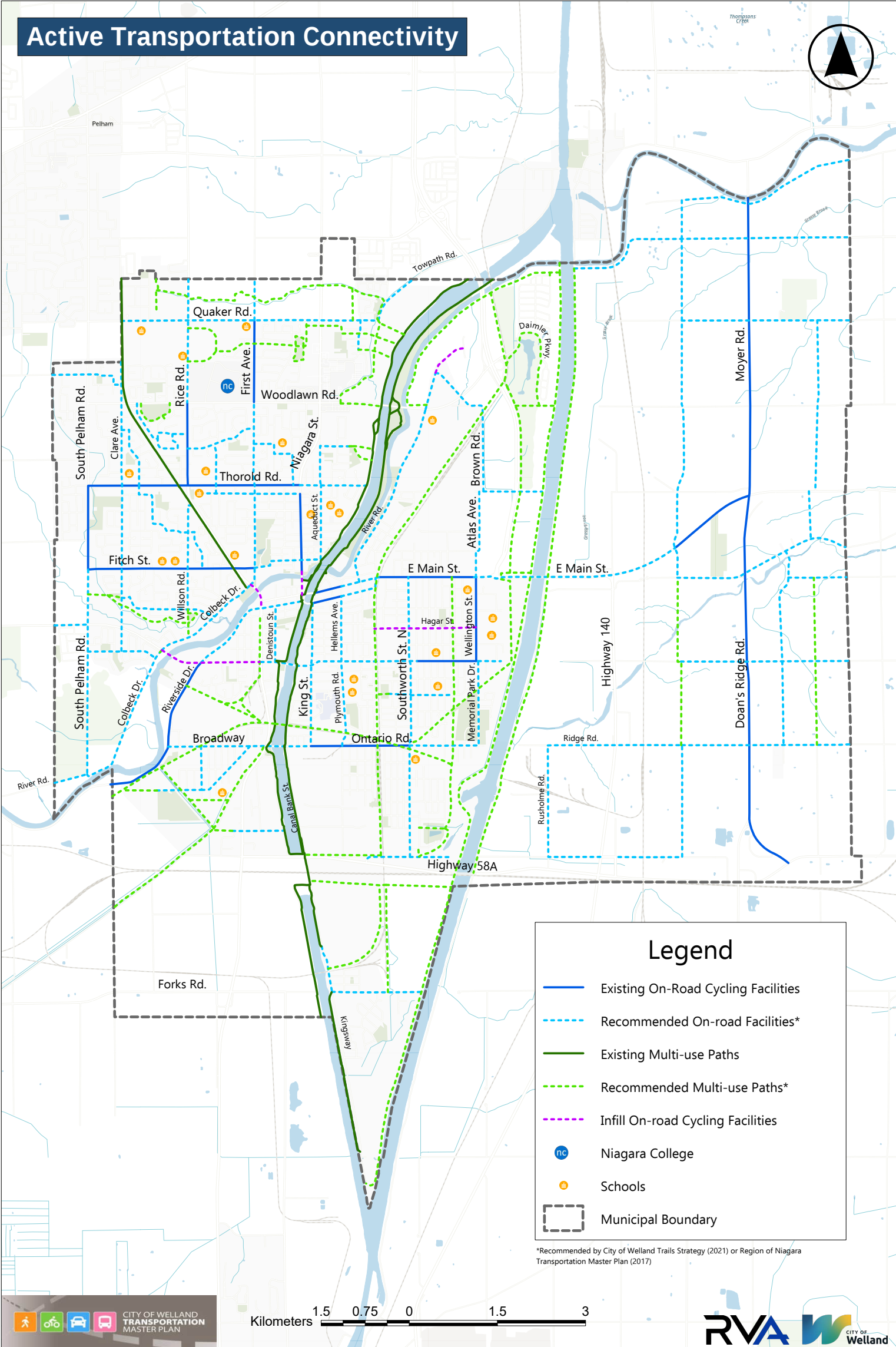
You can also learn more about the project online at

<https://www.engagewelland.ca/transportation-master-plan-study>

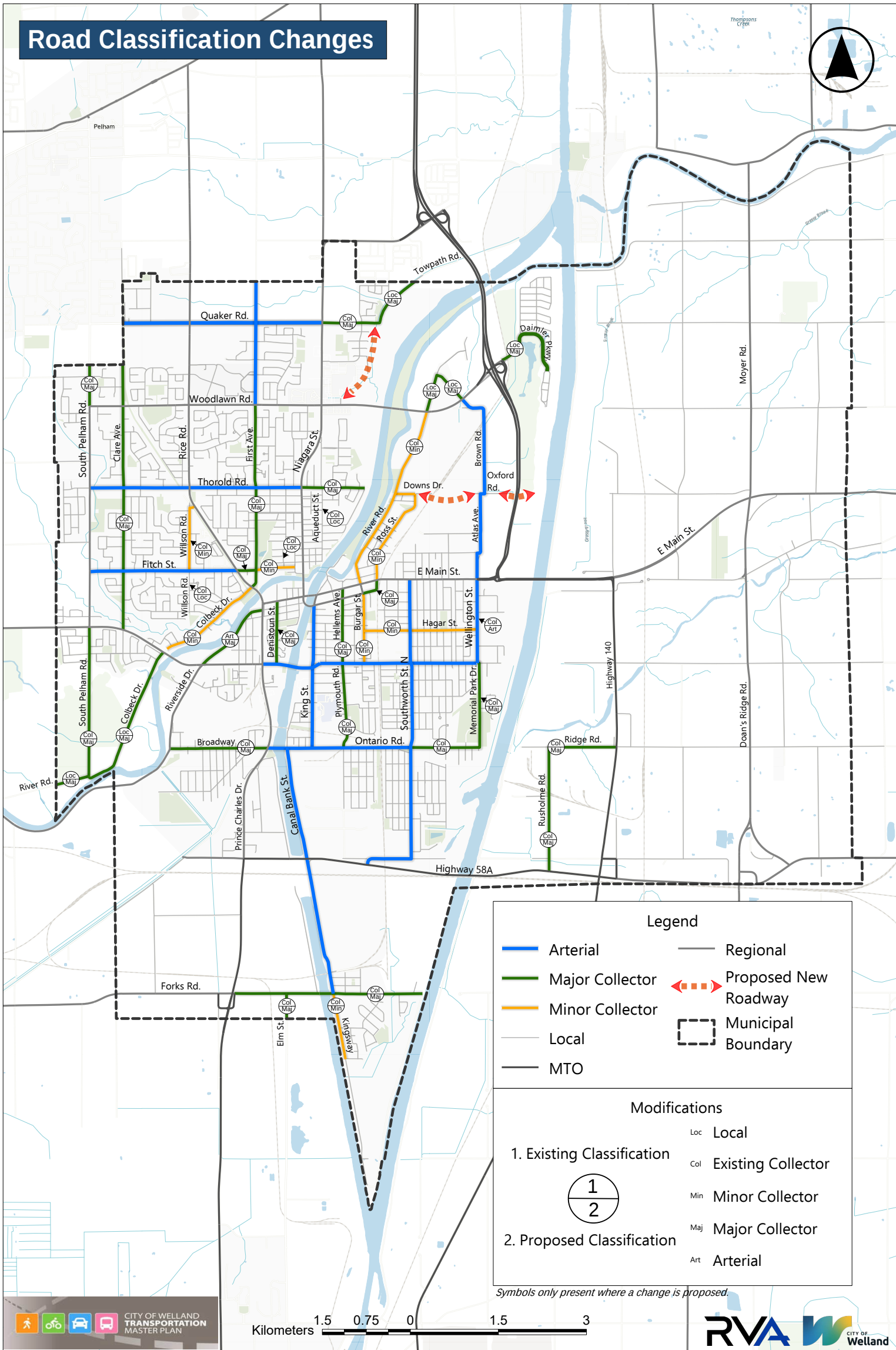
Intensification Areas



Active Transportation Connectivity



Road Classification Changes



Legend

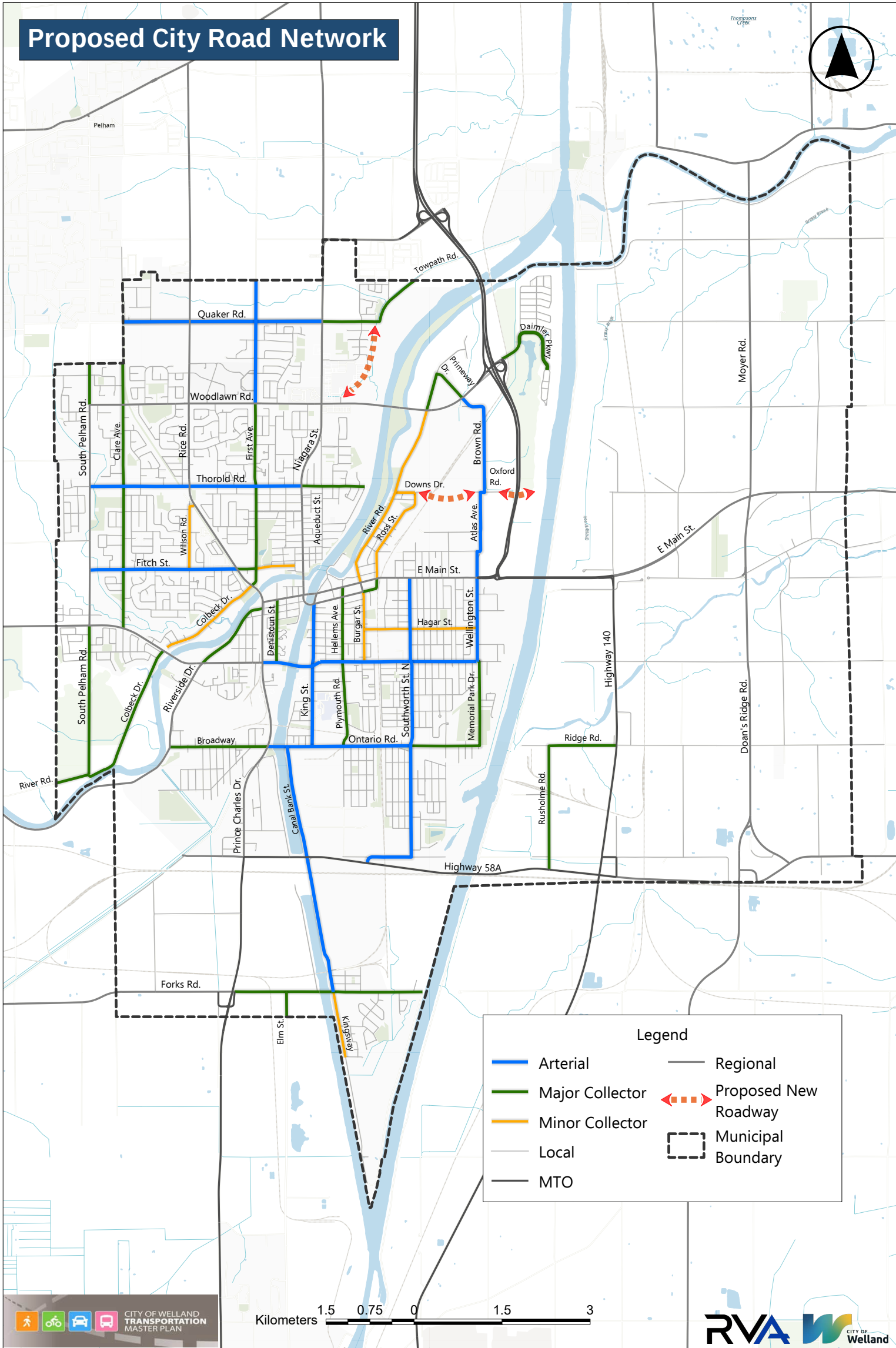
- Arterial
- Major Collector
- Minor Collector
- Local
- MTO
- Regional
- Proposed New Roadway
- Municipal Boundary

Modifications

1. Existing Classification
2. Proposed Classification
- Loc Local
 - Col Existing Collector
 - Min Minor Collector
 - Maj Major Collector
 - Art Arterial

Symbols only present where a change is proposed.

Proposed City Road Network



CITY OF WELLAND
TRANSPORTATION
MASTER PLAN



APPENDIX 3

Sign-In Sheets





City of Welland Transportation Master Plan – City on the Move
Stakeholder Working Group Meeting No. 2

Welland City Hall – 60 E Main St, Welland
Tuesday November 21, 2023 - 1:00 to 4:00 PM



SIGN-IN SHEET

NAME	ORGANIZATION (if applicable)	ADDRESS (Optional)	E-MAIL (Optional)	JOIN MAILING LIST (☒)
DAVE STEVEN	CITY OF WELLAND			☒
Barb Evans	Niagara Health			☐
Mark Doyle	NSTS			☒
Waad Siyam	Niagara Region			☒
Alanna Galeota	North welland BIA			☒
Ather Shabbar	Accessibility advisory Comm			☒
Taylor Meadows	City of Welland			☒
Ali Khan	C.O.W.			☒

Personal information requested on this form is collected following the Freedom of Information Act



City of Welland Transportation Master Plan – City on the Move
Stakeholder Working Group Meeting No. 2

Welland City Hall – 60 E Main St, Welland
Tuesday November 21, 2023 - 1:00 to 4:00 PM



SIGN-IN SHEET

NAME	ORGANIZATION (if applicable)	ADDRESS (Optional)	E-MAIL (Optional)	JOIN MAILING LIST (☑)
LIVIA MCEACHERN	CITY OF WELLAND			☒
				☐
				☐
				☐
				☐
				☐
				☐
				☐

Personal information requested on this form is collected following the Freedom of Information and Privacy Act.

APPENDIX 4

Discussion Feedback and Comments



MEETING MINUTES

Project Name: Welland Transportation Master Plan, Stakeholder Working Group Meeting #2

Date: November 21, 2023

Place: Welland City Hall (60 E Main Street, Welland ON)

Project No.: 226408

Present: Mila Khatri, R.V. Anderson Associates Ltd. (RVA)
Nick Palomba, RVA
Michael Kong, RVA
Livia McEachern, City of Welland (C.O.W.)
Dave Steven, C.O.W.
Taylor Meadows, C.O.W.
Ali Khan, C.O.W.

Barb Evans, Niagara Health
Mark Doyle, Niagara Student Transportation Services
Waad Siyam, Niagara Region
Alanna Galeota, North Welland BIA
Ather Shabbar, Accessibility Advisory Committee

Discussion:

1. Bike Lanes / Streetscape:

If the City decides bike lanes are required, does the streetscape change?

- Would have to address the on-street parking issue. If the City deems on-street parking poses a safety issue in a residential neighbourhood, the City can make modifications to the corridor after public engagement.
- The point is to have a general guideline and maybe permitted cycling or on-street parking, to have the option of having both things, but just have to design the roads as per guidelines. Currently local roads are set up for cyclists to use a general-purpose lane.

Would public engagement occur at the time of development?

1.5 metres is quite tight for a sidewalk when walking two (2) people side-by-side.

- 1.5 is the new standard with a boulevard, up from 1.2m. If there is no boulevard, then sidewalk would be wider. Reconstructing in a built area is difficult because you need to consider driveway lengths for residential roads.
- We need to balance the constraints, wider sidewalks would mean more harder surfaces and requiring more stormwater management.

Discussion:

2. On-Street Parking:

Will there be a recommendation [in the TMP] for on-street parking stall dimensions?

- The space will vary because it is very driver specific, depending on how tightly people will park. Pavement markings can help with better enforcement of parking and spacing. This would be something the City can decide to choose to enforce parking, but best practices would be to implement pavement markings.

The City engineering department has surveyed roads and intersections on a number of occasions, and they have asked the public for feedback for consideration when determining lane widths to be implemented. For local streets, only a few are allowing parking on one side. With future intensification, are we allowing 2-metre or 2.5-metre width to allow for door openings?

- 2-metre is fine as the half-metre will not let two (2) cars pass at the same time, one (1) will have to yield right-of-way (ROW) to the other, which is a natural traffic calming measure. In a downtown area, the extra 0.5 metres is useful to ensure car doors are not in travelling lanes. For local/residential roads, it is not needed (urban collector).

Most arterial roads except in the downtown core have on-street parking prohibited.

3. Tree Canopy:

We are finding it challenging with new development to plant trees, tree canopy is important for the city. Most of the time trees are in the 2.5-metre boulevard instead of the 1.5 metres on the edge of the ROW. Is this what other cities are doing?

- Generally, if there are overhead wires then you do not plant trees underneath it as that space is required for utility infrastructure. A 2.5-metre boulevard is ideal, but you can put sidewalks closer to the road and put the streetlights behind the sidewalk away from the road. The option of where you implement tree canopy is flexible, but the boulevard width must be maintained.
- Pre-planning provides more flexibility, but for retrofitting there are more constraints.
- Watermain is now under the road, previously used to be under the boulevard.

4. Cross-Sections / Lane Widths:

There are no centre-lanes in the proposed cross sections. Is there a reason for going from two (2) lanes to four (4) lanes without consideration for a centre turn lane?

- It will be a site-specific decision. If there were a lot of driveways, we would use a continuous lane. Creating a cross section is a solution but should be more of a response to a situation for the local city. For regional roads the situation is different. A three-lane cross-section can be formulated if the City deems it necessary.
- There is no current situation for a four-lane cross section for City corridors in the near horizon. At this point in time, we see no need, but in the future the City can consider it.

Discussion:

Lane widths are 4.5 metres for collector roads. Is it not difficult to enforce speed reductions with lanes that are 4.5 metres wide?

- The 4.5-metre lane widths on collector roads applies to corridors where on-street parking is permitted, as on-street parking serves to decrease the travel lane widths. In areas where on-street parking is not permitted, the lane width will be 3.5 metres.

5. Vision Zero:

Other municipalities have already initiated Vision Zero initiatives, with the implementation of 40km/hr default speed limit being consistent across all reviewed municipalities. Education and enforcement will be at the forefront of this transition from a standard of 50km/h to 40km/h.

- City roadways need to foster appropriate driving speeds through devices such as traffic calming, on-street parking, and enforcement. Findings from other municipalities indicate that changing the speed limit signage in isolation has nominal impacts on driver behaviour.

6. Accessibility:

The City needs to maintain an inventory on existing sidewalks and missing links so we can identify gaps and address them.

- There is a minimum criterion for maintenance through the City's summer sidewalk program. Missing links are identified through the Missing Links Master Plan, with the City attempting to construct at least one (2) to two (2) missing links per year. Many of the missing links within the City are a result of some sort of constraint (i.e., property ownership), so there are a lot of factors that play into rectifying network gaps.

There have been broken sidewalks for decades. Human Rights Code violations should be considered when prioritizing which missing links are to be addressed first.

- Need a comprehensive inventory of the missing links and their priorities. Need help from accessibility committee which missing links are a priority to their community, Ather is open to dialogue to help City rank and prioritize some missing links.

Bus stops are of concern.

- All concerns from the Accessibility Advisory Committee will be submitted to the City, who will then forward it to the appropriate channels.

7. Proactive Safety Measures:

Feedback the Niagara Student Transportation Services regularly receive regarding railway crossings, bridges, water crossings, etc., is that these may be considered hazardous or dangerous if there is a tendency to misuse these structures. There may be a need to consider proactive measures to mitigate public safety risks.

Discussion:

As part of long-term plans, we should continue to make it easy for people to walk or cycle. There are fewer cars on the road in the summer months when kids are not in school.

RVA asked Niagara Student Transportation Services to provide statistics if possible, on where students are travelling.

- Generally, students are walking if they reside within a certain radius of their respective schools. This radius varies for what type of school it is, with 1.6 kilometres being used for grades 1-8, 2.5 kilometres being used for middle schools, and 3.2 kilometres being used for high schools.

8. **Railways:**

Dain City, are there additional connectors between Dain City and Welland?

- There are sidewalks planned to go across the railway.

In 2017, it was mandated that all municipalities do a safety audit for all railway crossings.

Did our study include anything about motorized scooters or bikes on roads or sidewalks?

- City is currently reviewing the policies.

Minutes prepared by: Mila Khatri

PLEASE ADVISE THE WRITER OF ANY ERRORS OR OMISSIONS WITHIN 1 WEEK OF RECEIPT OF THESE MINUTES